

Fig. 1

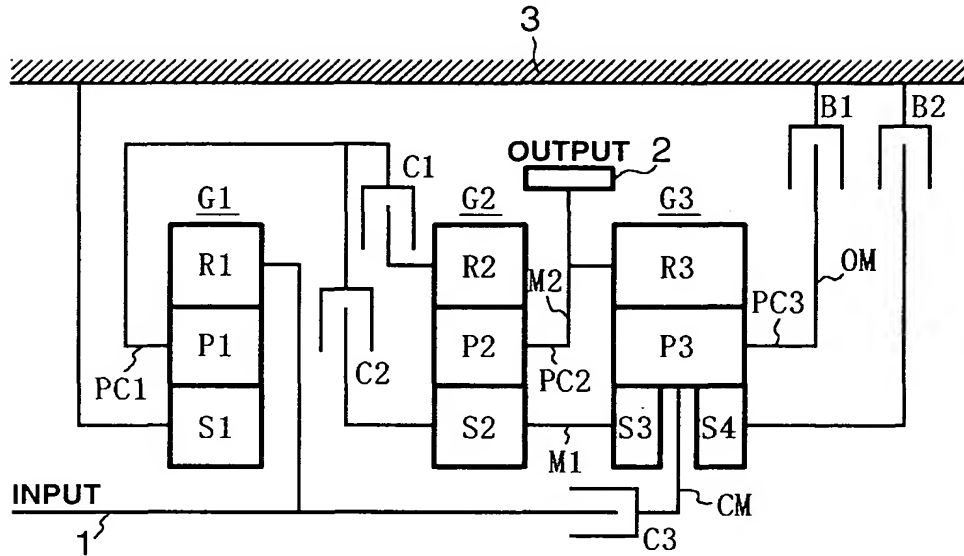


Fig. 2

GEAR SHIFT		FRICTION ELEMENT		C1	C2	C3	B1	B2	5.5	6.0	6.5	7.0
FORWARD	FIRST GEAR	○			○				4.060	4.260	4.583	4.782
	SECOND GEAR	○				○			2.192	2.360	2.500	2.773
	THIRD GEAR	○	○						1.538	1.600	1.677	1.818
	FOURTH GEAR	○		○					1.153	1.164	1.170	1.205
	FIFTH GEAR		○	○					0.891	0.870	0.862	0.824
	SIXTH GEAR			○		○			0.741	0.714	0.714	0.678
REVERSE GEAR			○		○				4.396	4.000	4.167	3.828
							α1	0.350	0.375	0.400	0.450	
							α2	0.350	0.400	0.400	0.475	
							α3	0.425	0.475	0.500	0.525	

Fig. 3

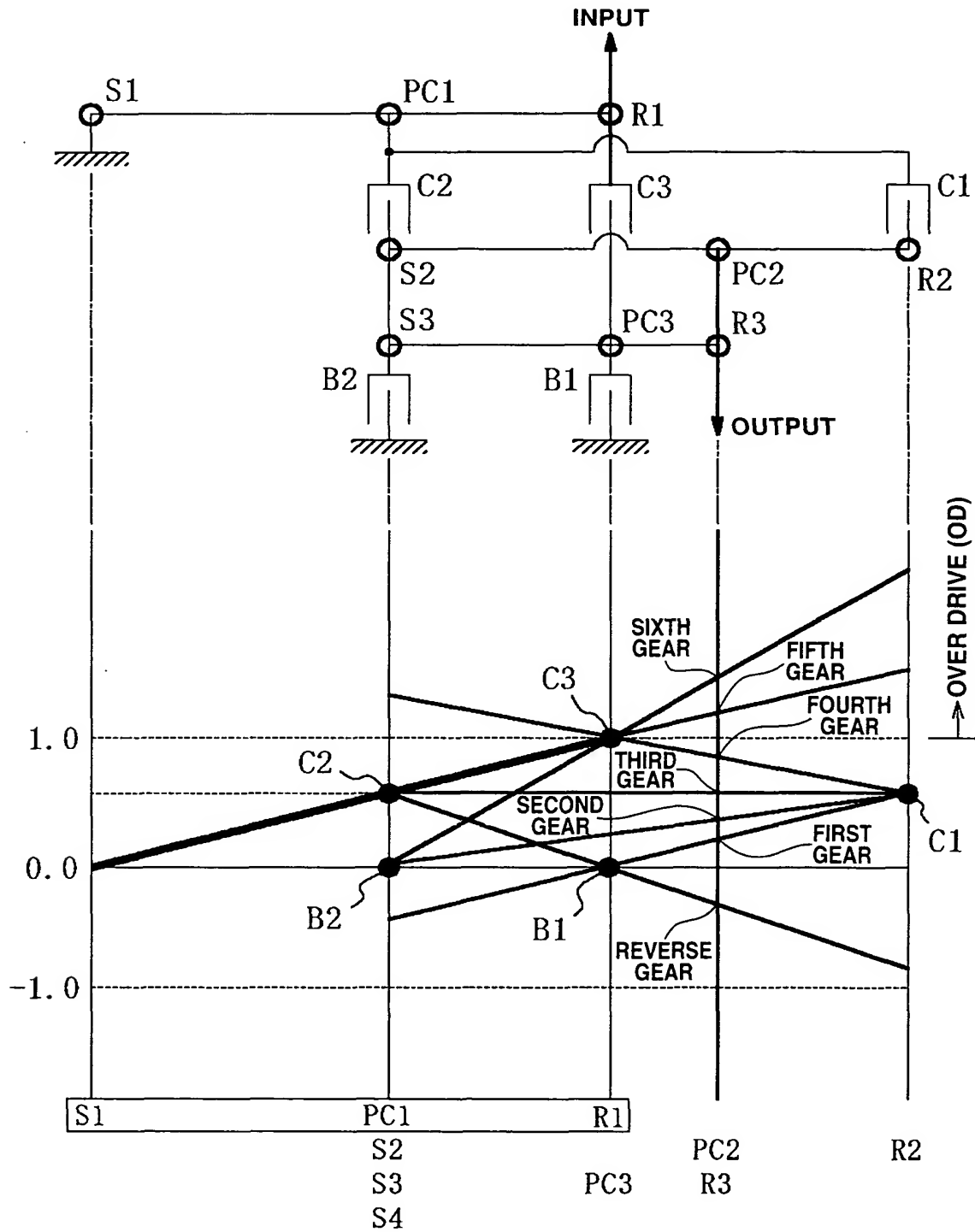


Fig. 4(a)

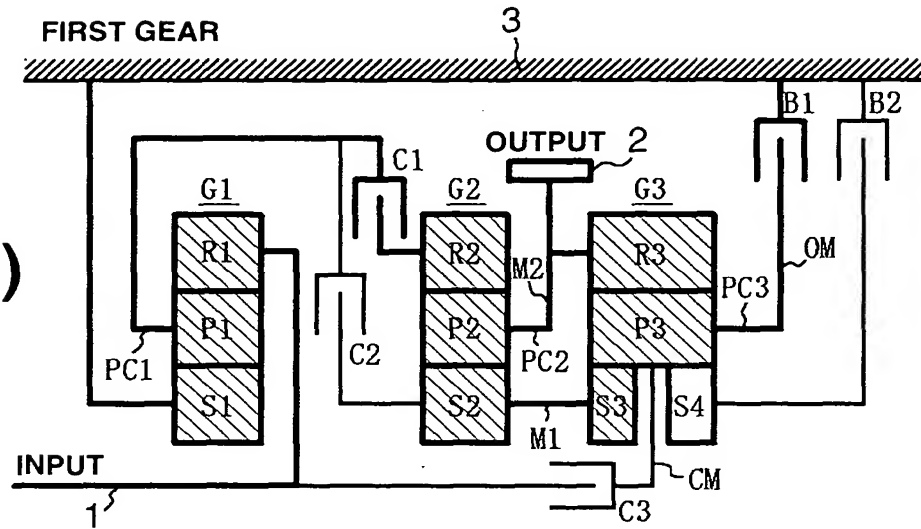


Fig. 4(b)

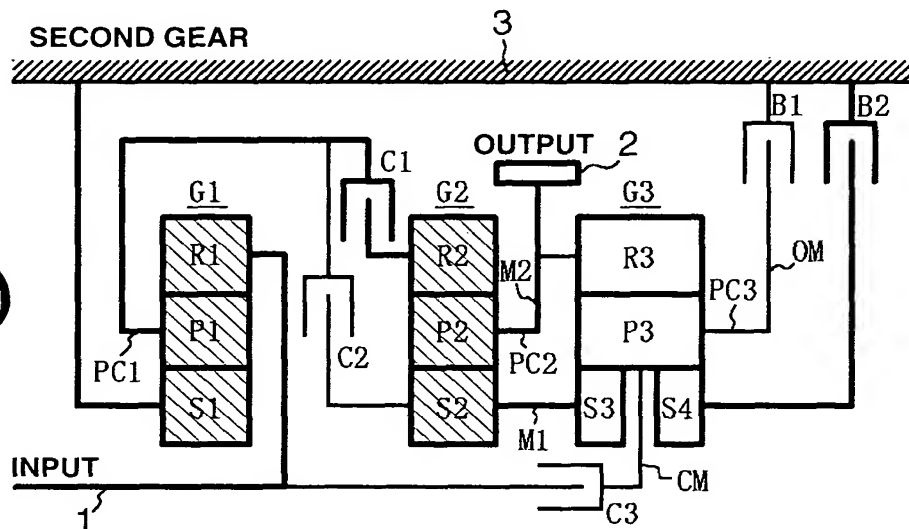


Fig. 4(c)

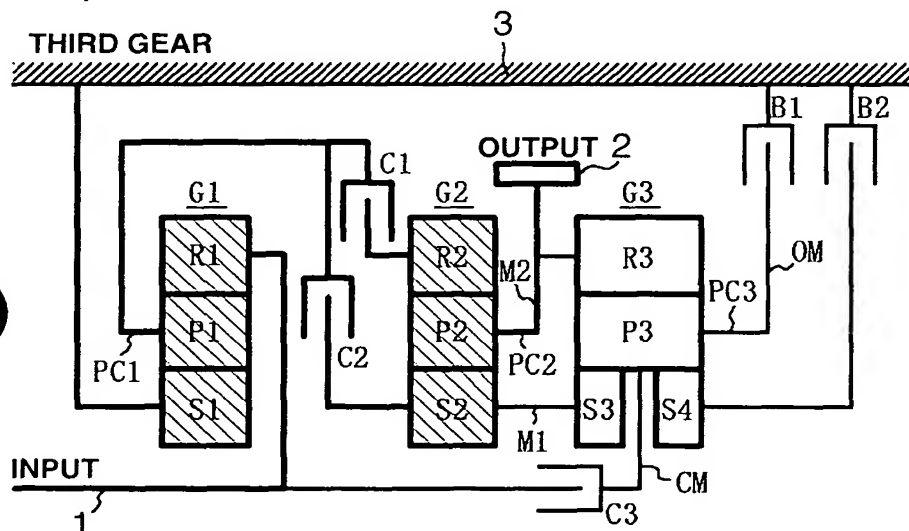


Fig. 5(a)

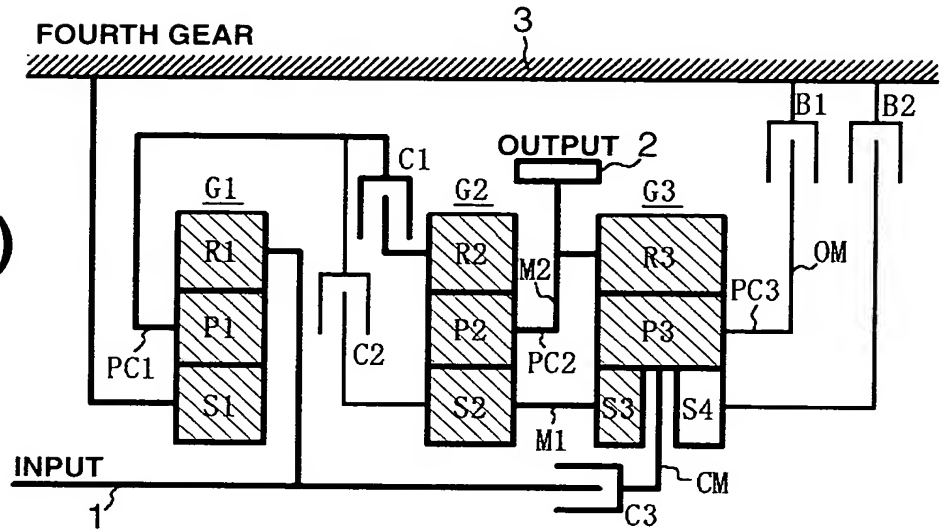


Fig. 5(b)

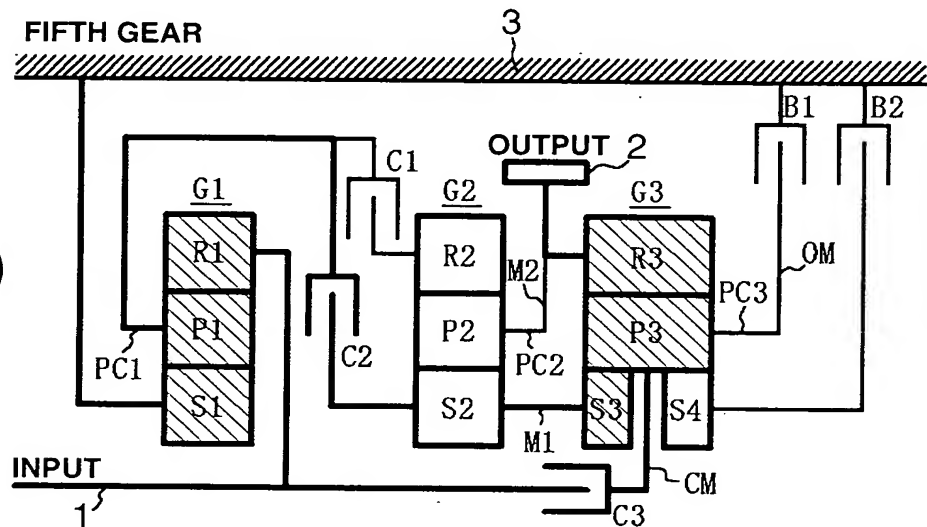


Fig. 5(c)

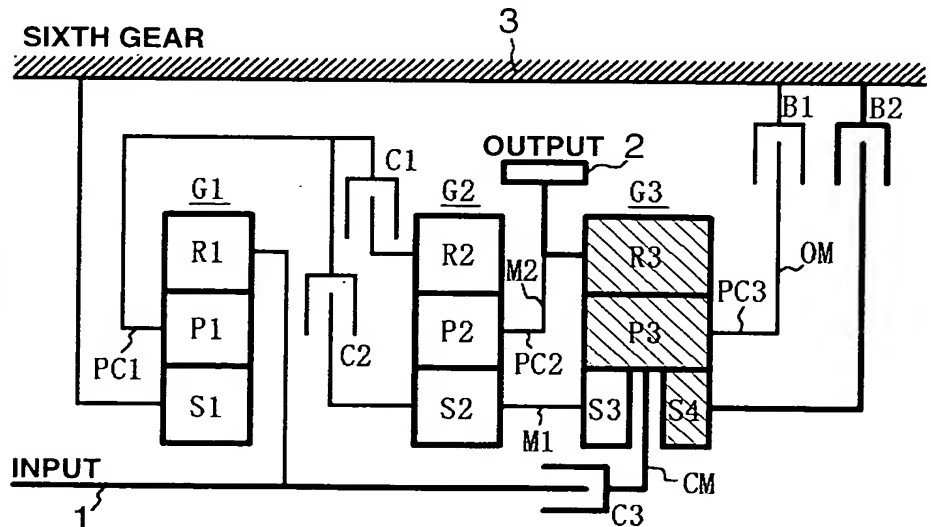




Fig. 8(a)

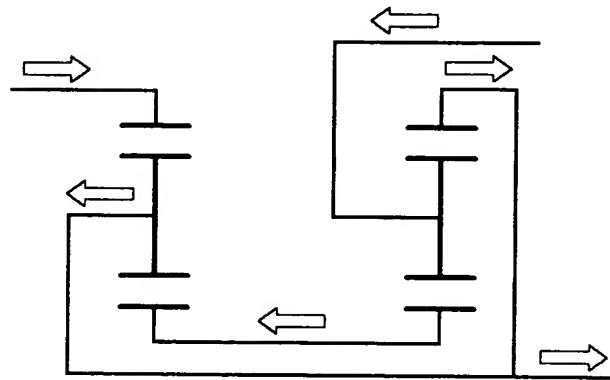


Fig. 8(b)

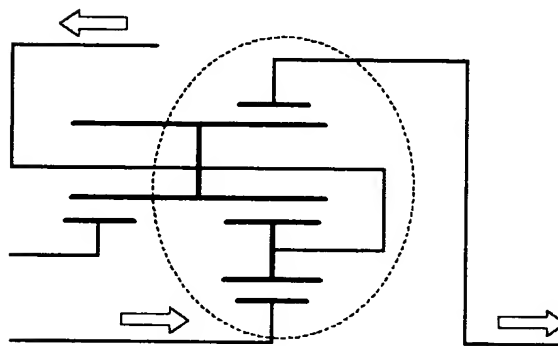


Fig.9

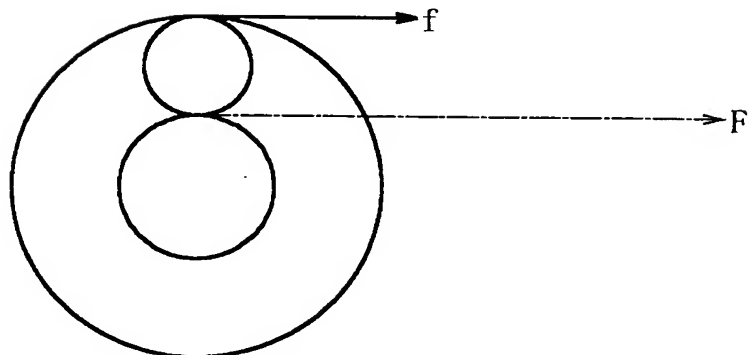


Fig. 10(a)

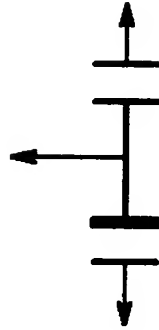


Fig. 10(b)

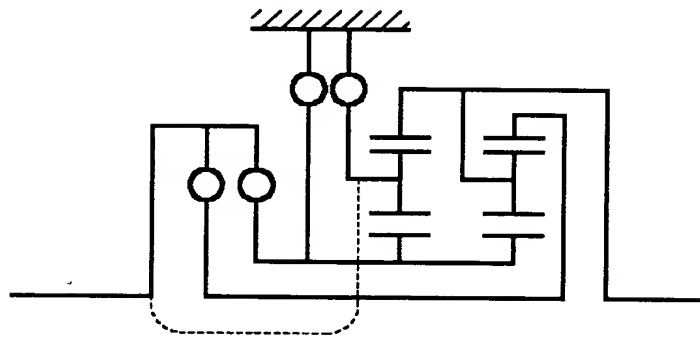


Fig. 10(c)

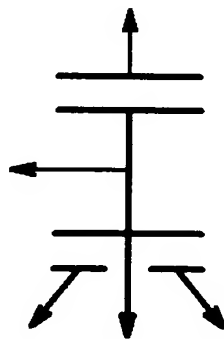


Fig. 11

		SIXTH GEAR					
		RATIO COVERAGE: 1			RATIO COVERAGE: 2		
		RAVIGNEAUX COMPOUND PLANETARY GEAR TRAIN	ISHIMARU PLANETARY GEAR TRAIN		RAVIGNEAUX COMPOUND PLANETARY GEAR TRAIN	ISHIMARU PLANETARY GEAR TRAIN	
			SPEED REDUCTION PLANETARY GEAR SET (DOUBLE PINION PLANETARY GEAR SET)	SPEED REDUCTION PLANETARY GEAR SET (SINGLE PINION PLANETARY GEAR SET)		SPEED REDUCTION PLANETARY GEAR SET (DOUBLE PINION PLANETARY GEAR SET)	SPEED REDUCTION PLANETARY GEAR SET (SINGLE PINION PLANETARY GEAR SET)
PLANETARY GEAR RATIO	$\alpha 1$	0.575	0.350	0.550	0.650	0.425	0.625
	$\alpha 2$	0.375	0.350	0.500	0.475	0.350	0.550
	$\alpha 3$	0.350	0.500	0.375	0.350	0.500	0.350
GEAR CHANGE RATIO	FIRST GEAR	4.500	4.505	4.392	4.714	5.093	5.072
	SECOND GEAR	2.373	2.308	2.325	2.637	2.609	2.519
	THIRD GEAR	1.575	1.538	1.550	1.650	1.739	1.625
	FOURTH GEAR	1.146	1.136	1.148	1.160	1.170	1.141
	FIFTH GEAR	0.880	0.891	0.883	0.842	0.872	0.881
	SIXTH GEAR	0.727	0.741	0.727	0.678	0.741	0.741
	REVERSE	4.200	4.395	4.133	3.474	4.969	4.634
INNER GEAR SHIFT RATIO	FIRST GEAR/ SECOND GEAR	1.896	1.952	1.889	1.788	1.952	2.013
	SECOND GEAR/ THIRD GEAR	1.507	1.501	1.500	1.598	1.500	1.550
	THIRD GEAR/ FOURTH GEAR	1.374	1.354	1.356	1.422	1.488	1.424
	FOURTH GEAR/ FIFTH GEAR	1.302	1.275	1.294	1.378	1.342	1.295
	FIFTH GEAR/ SIXTH GEAR	1.210	1.202	1.215	1.242	1.177	1.189
FORWARD TO REVERSE RATIO	REVERSE GEAR/ FIRST GEAR	0.933	0.976	0.941	0.737	0.976	0.914
TRANSMISSION EFFICIENCY	FIRST GEAR	0.968	0.969	0.974	0.968	0.989	0.974
	SECOND GEAR	0.950	0.968	0.972	0.952	0.968	0.972
	THIRD GEAR	0.993	0.988	0.993	0.993	0.988	0.993
	FOURTH GEAR	0.982	0.987	0.989	0.983	0.988	0.989
	FIFTH GEAR	0.989	0.988	0.989	0.989	0.989	0.990
	SIXTH GEAR	0.993	0.993	0.993	0.993	0.993	0.993
	SEVENTH GEAR						
ENGAGEMENT ELEMENT TORQUE DISTRIBUTION	REVERSE	0.978	0.973	0.978	0.978	0.973	0.978
	C1	1.575	1.203	1.550	1.650	1.175	1.625
	C2	1.575	1.538	1.550	1.650	1.739	1.625
	C3	1.209	1.538	1.214	1.243	1.739	1.190
	B1	5.775	0.769	5.683	5.124	0.909	6.268
	B2	0.798	5.934	0.775	0.987	6.708	0.894
NUMBER OF ENGAGEMENT ELEMENTS INCREASED WITH OWC (ONE WAY CLUTCH)	TOTAL	10.932	10.982	10.772	10.654	12.270	11.602
	OWC1	0	0	0	0	0	0
	OWC2	1	1	1	1	1	1
RATIO COVERAGE	OWC3	2	2	2	2	2	2
	MINIMUM	4.81	5.08	4.81	4.81	5.08	4.81
	MAXIMUM	7.20	9.02	7.80	7.20	9.02	7.80
DIRECT DRIVE MODE		NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
SEVENTH GEAR RATIO		AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE

Fig. 12

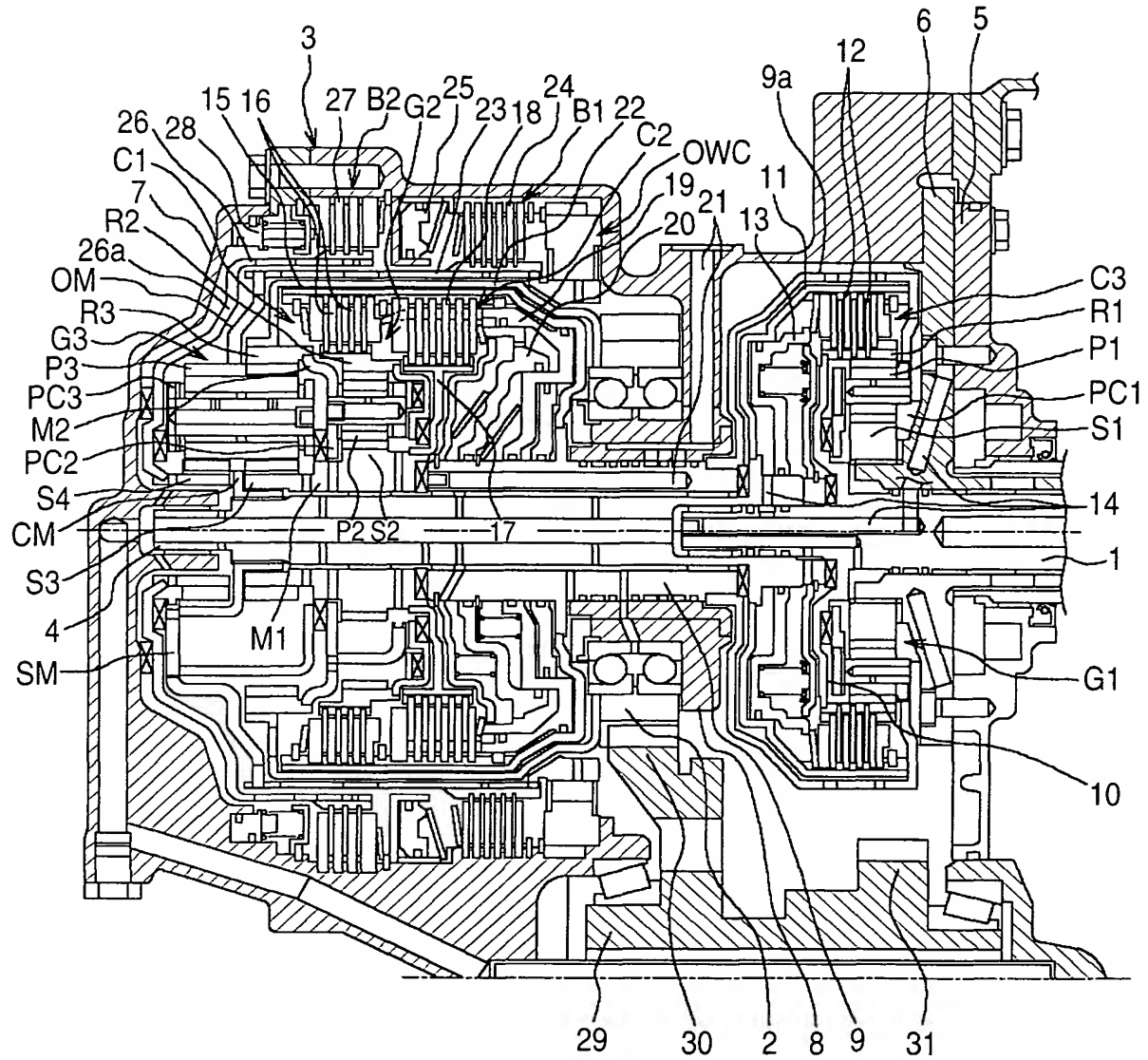


Fig. 13

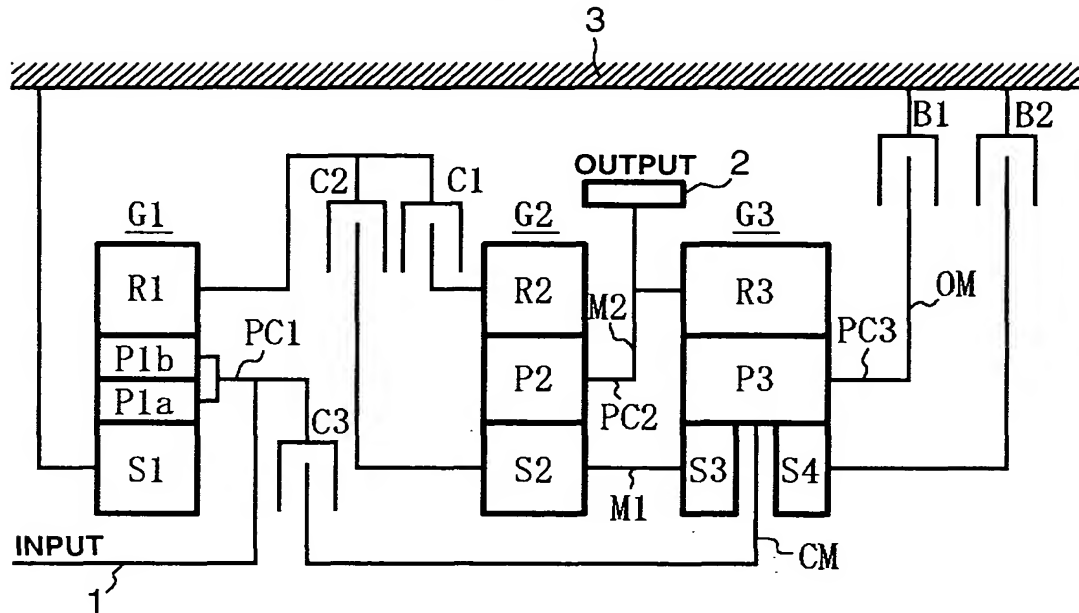
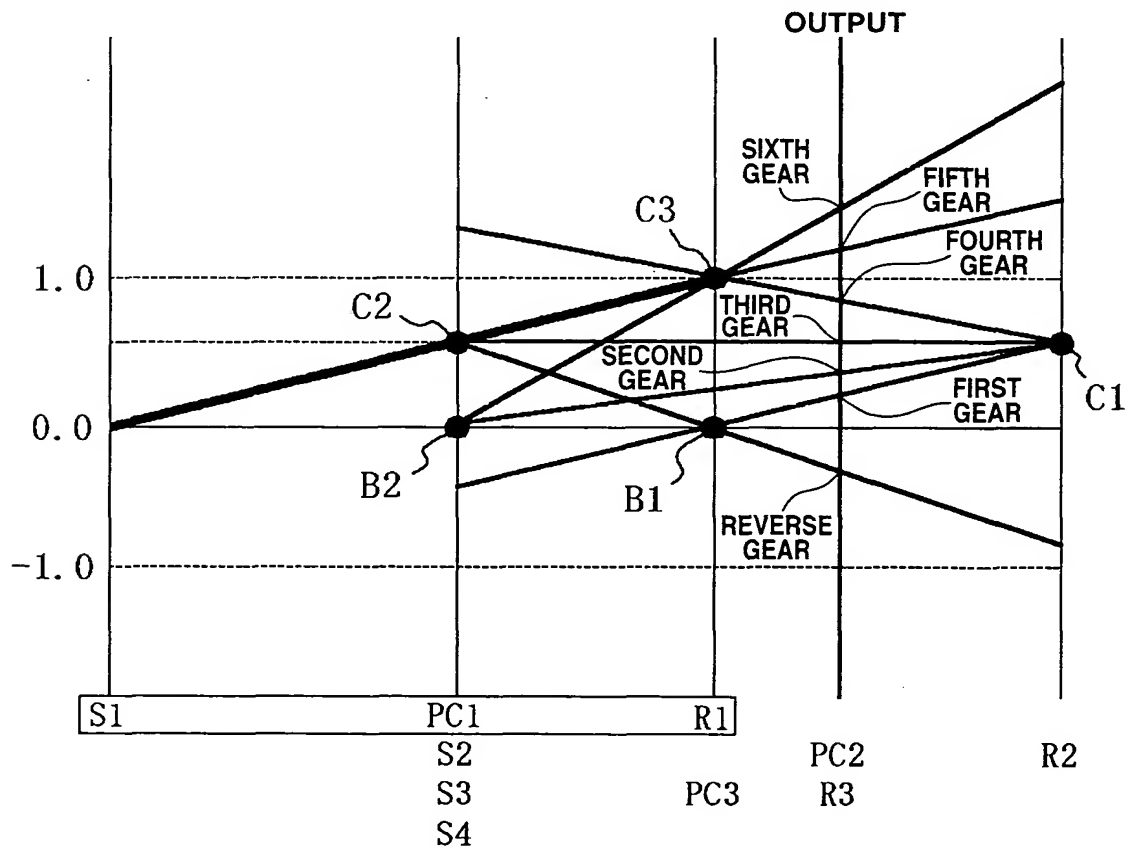


Fig. 14



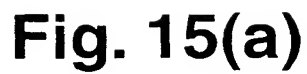
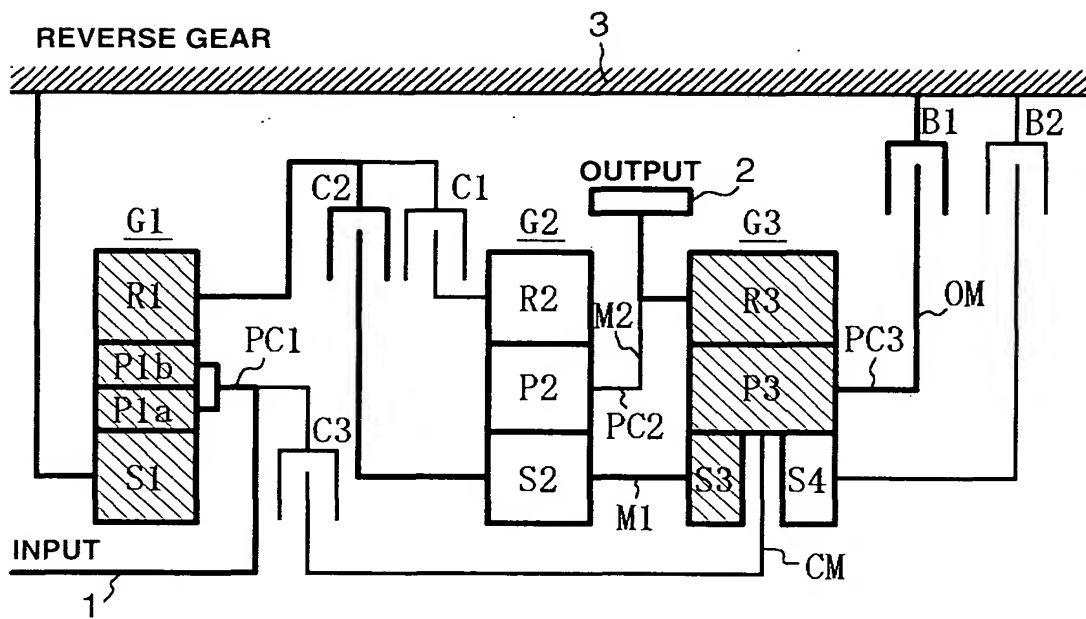




Fig. 17



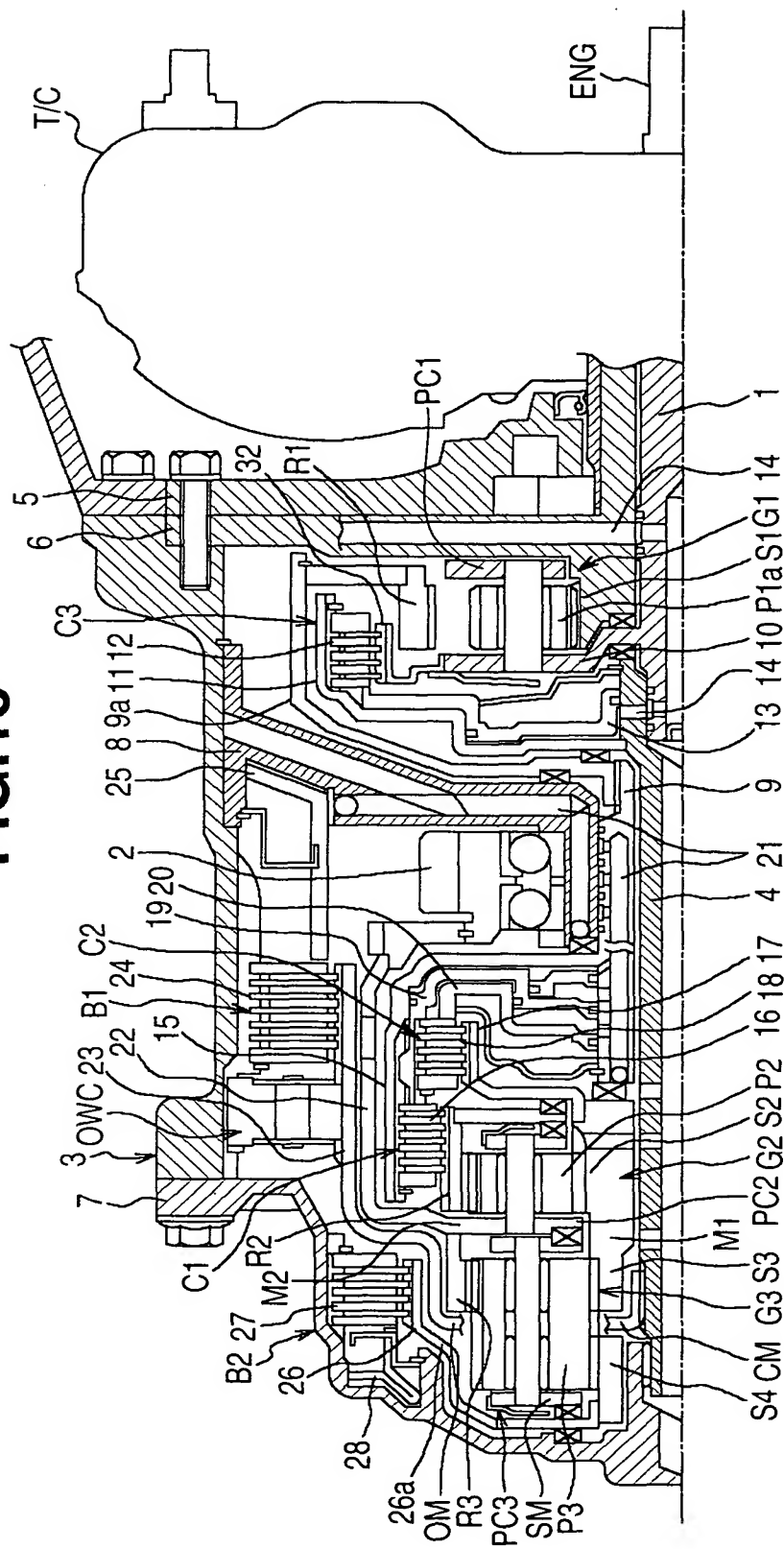


Fig. 19

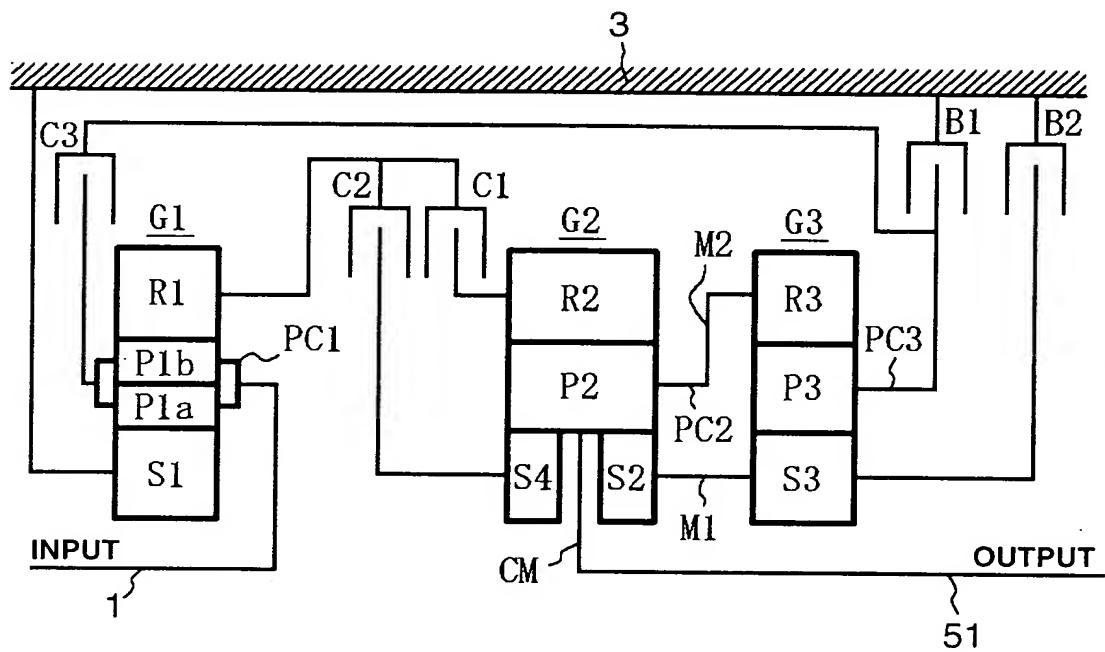


Fig. 20(a)

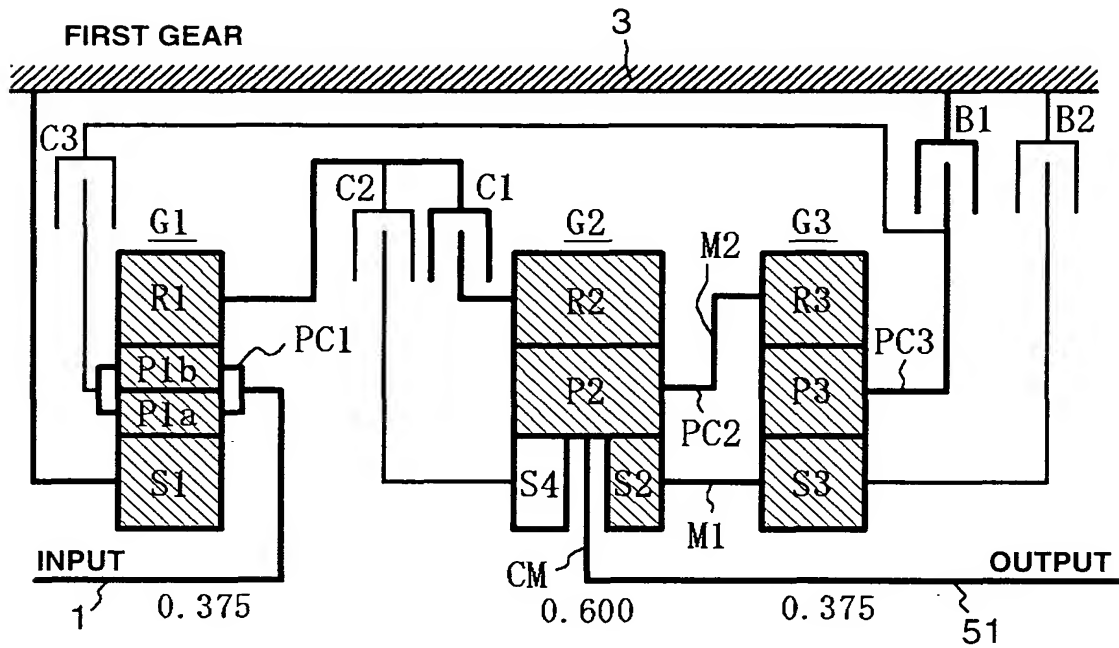


Fig. 20(b)

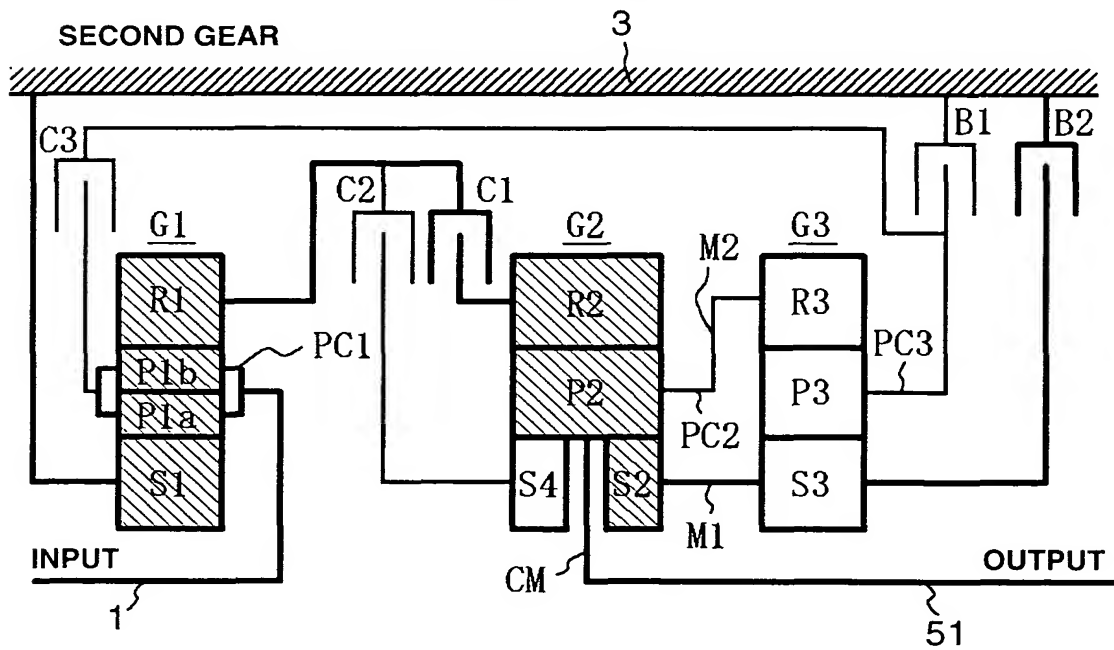


Fig. 21(a)

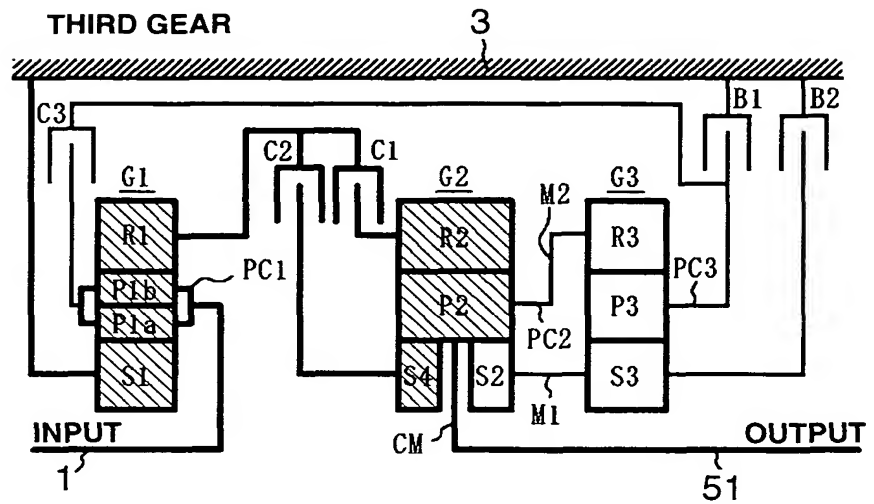


Fig. 21(b)

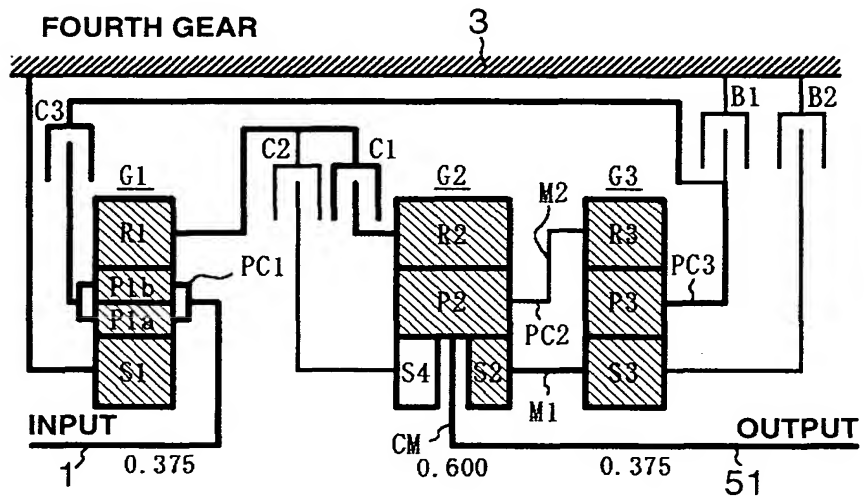


Fig. 21(c)

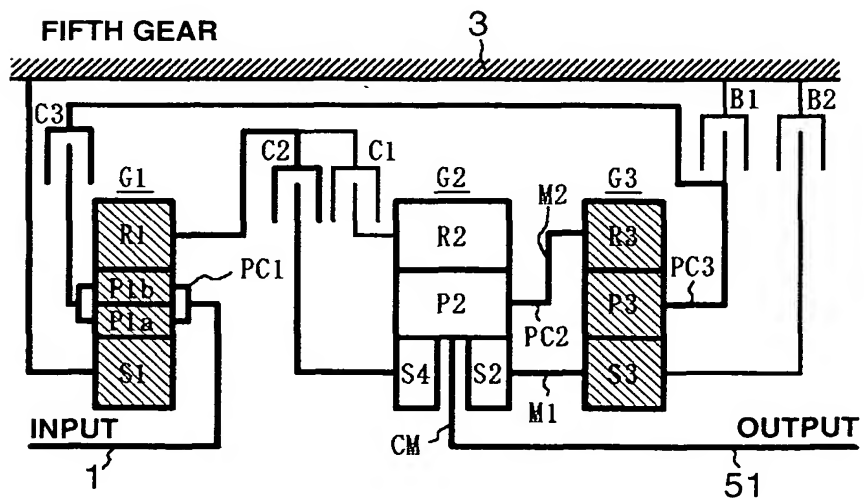


Fig. 22(a)

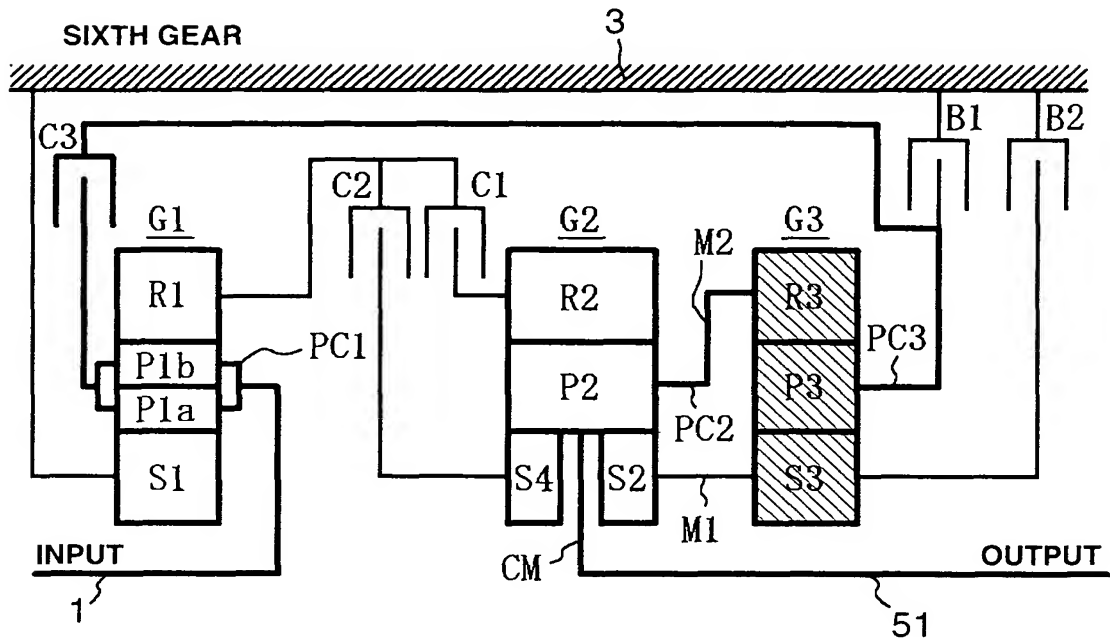


Fig. 22(b)

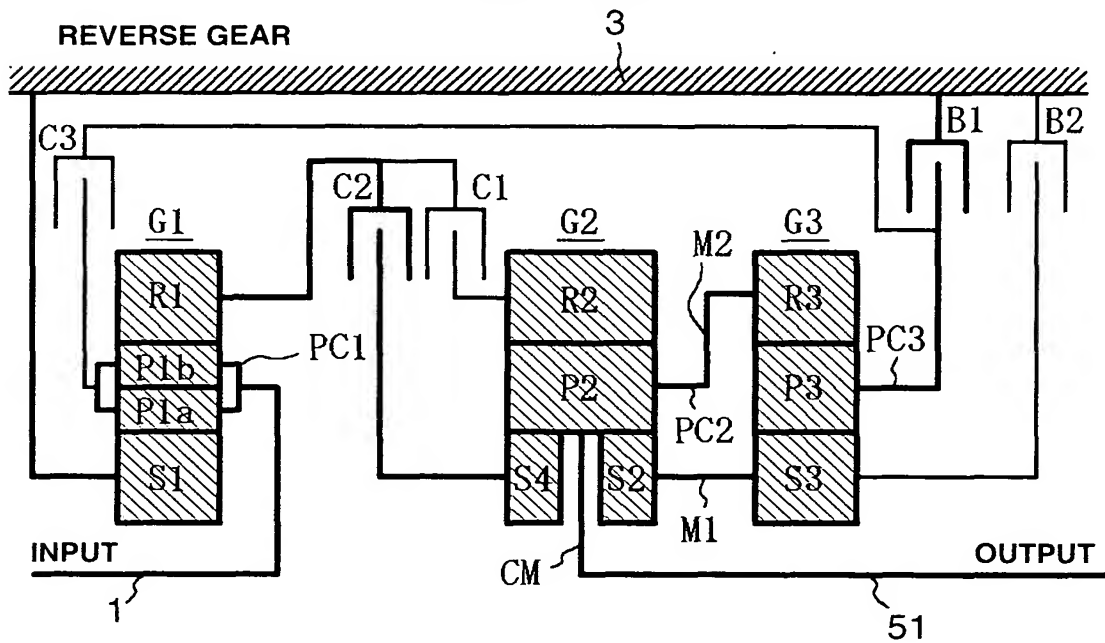


Fig. 23

